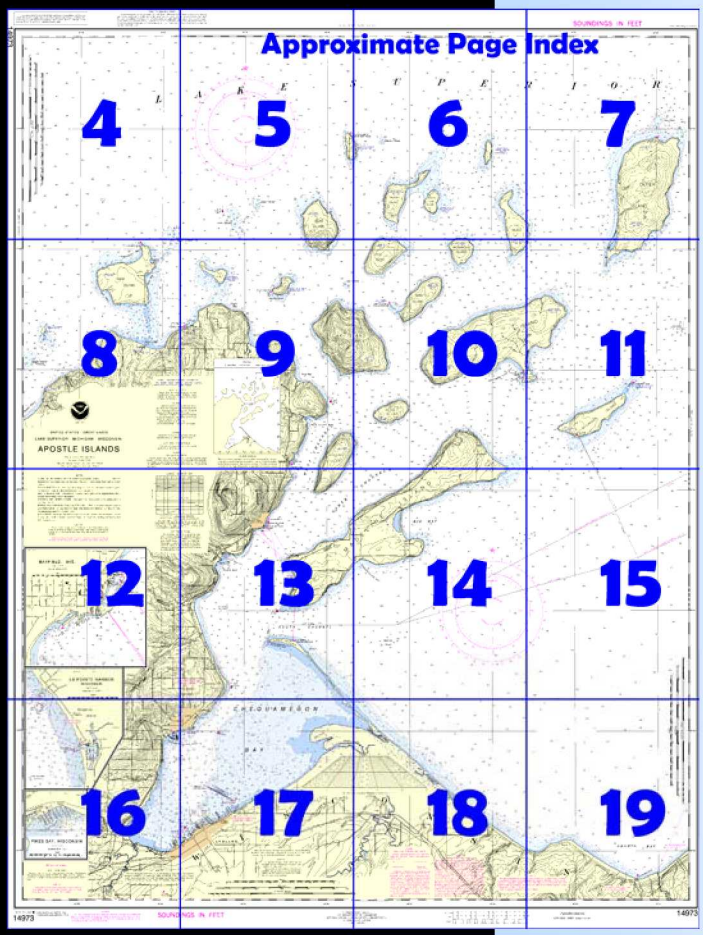
BookletChart™

Apostle Islands

(NOAA Chart 14973)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

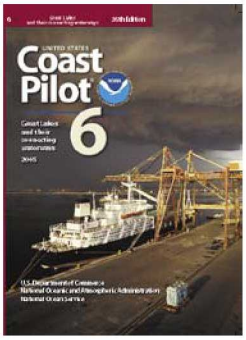
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 13 excerpts]

(230) **Long Island** is an extension of **Chequamegon Point,** separated from it by a reappearing sandbar. The island and point, both sandy and wooded, have a total length of about 7 miles and a width of less than 0.25 mile. Together they form the NE side of Chequamegon Bay. **Chequamegon Point Light** (46°43.7'N., 90°48.6'W.), 33 feet above the water, is shown from a white square pyramidal skeleton tower, upper part enclosed, on the W end of Long Island; a fog signal is at the light.

(232) **Chequamegon Bay**, separated from Lake Superior by Chequamegon Point and Long Island, is about 12 miles long and 5 miles wide. The bay is entered through the deep water W of Long Island. The deep water follows close to the W shore of the bay to within about 4 miles of the head, thence extends S across the bay to the wharves at Ashland. The limit of the shoal border off **Houghton Point,** on the W shore 3 miles SW of Chequamegon Point Light, is marked by a lighted buoy. N of Ashland, the E part of the bay is filled with an extensive flat. The shoalest water is around **Oak Point** in the E corner of the bay. The W edge of the flat is marked by a lighted buoy 2.2 miles S of Houghton Point. Above Ashland, the bay shoals gradually toward the head.

(249) **Port Superior Village, Wis.**, is a village on the N side of **Pikes Bay,** 6.3 miles N of Houghton Point. A marina at the village is protected by a detached breakwater. The entrance to the marina is marked by private buoys and lights. Transient berths, gasoline, diesel fuel, water, electricity, marine supplies, and a launching ramp are available. Hoists to 25 tons are available for hull, engine, and electronic repairs.

(250) **Bayfield, Wis.,** a village about 15 miles N of Ashland, has a well-protected harbor used principally as a base for commercial fishing tugs and recreational craft and as a harbor of refuge for small craft. Ferries operate between this harbor and La Pointe on Madeline Island. **Bayfield Harbor South Breakwater Light** (46°48.5'N., 90°48.7'W.), 25 feet above the water, is shown from a square green daymark on a post at the S side of the entrance to the S harbor basin; a fog signal is at the light.

(253) **Bayfield Coast Guard Station** is on the S side of the city, about 1,000 feet SW of Bayfield Harbor South Breakwater Light.

(256) From Bayfield the shore trends NNE for about 6 miles to **Red Cliff Point,** thence NW for about 8 miles to **Point Detour** (46°57.7'N., 90°51.8'W.), and thence SW for 13.5 miles to Cornucopia. The shore is generally bluff with several prominent points and bays. The shore in this stretch is generally deep-to and can safely be approached within 0.25 mile, except for shoals that connect the shore with York Island and Sand Island. These shoals are described with the Apostle Islands.

(257) **Buffalo Bay**, a small indentation 3 miles NNE of Bayfield, is enclosed on the S side by **Roys Roys Point.** Red Cliff is a small settlement on the hill overlooking the bay. A small-craft basin, protected by a breakwater, is on the W side of the bay. Private buoys mark the entrance to the basin, and a private light is on the end of the breakwater. A sunken wreck is 0.45 mile NE of the basin. **Red Cliff Bay** is a small indentation on the S side of Red Cliff Point, 2.3 Miles N of Buffalo Bay. A sunken wreck is close to shore on the N side of the bay.

(263) **Madeline Island**, the southernmost and largest of the Apostle Islands, is 12 miles long NE and SW and 1 to 3.2 miles wide. A shoal with depths less than 6 feet extends 0.5 mile SW from the SW point of the island. The outer end of the shoal is marked by a lighted buoy. Shoals extend 0.1 to 0.5 mile off the S shore of the island. **Big Bay,** the large bight midlength of the S shore, has deep water within 0.1 mile of its head. Shoals extend off 0.9 mile around the E point of the island. The NW shore of the island is bold and has deep water within 0.25 mile. At **Point De Froid,** the NW point of the island, a shoal extends 0.4 mile W. The W shore of the island has deep water within 0.35 mile.

(267) **Basswood Island** and **Hermit Island** are small bold islands 2 miles NW of Madeline Island, SE and E of Red Cliff Point, respectively. Shoals extend about 0.2 mile off the shores of these islands. Berthing is available at a small-craft pier on the W side of Basswood Island.

(268) **Stockton Island**, 2.5 miles N of the NE end of Madeline Island, is about 7.5 miles long and generally 2.5 miles wide. **Presque Isle Point** extends 1.5 miles S from the S side of the island. Shoals extend about 0.4 mile off the E end of the island, but decrease in width toward the W end, which is deep-to. Berthing is available at small-craft piers on the E side of **Presque Isle Bay** and on the N side of **Quarry Bay.**

(273) **Rocky Island** and **South Twin Island** are about 2.8 miles SW of North Twin Island. The islands are connected at their N ends by a rocky flat with an available depth of 10 feet. Shoals extend 0.4 mile from the N and S sides of Rocky Island, 0.2 mile from the W side, and 1.1 miles NE from the NE point. Shoals extend 0.4 mile from the S side of South Twin Island and 0.6 mile from the E side.

(274) **Ironwood Island** Shoals extend 0.2 to 0.4 mile off around the island. **Otter Island** is 0.9 mile S of Rocky Island. Shoals extend 0.4 mile off the E point of the island and 0.2 mile off the other shores. Berthing is available at a small-craft pier on the S side of the island.

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Corrected through NM Feb. 1/03
Corrected through LNM Dec. 17/02

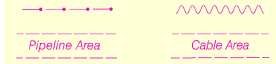
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.226" southward and 0.668" westward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structues, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. for clearances see U.S. Coast Pilot 6.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 601.1 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

14973

91°00′

90°55′

47°05′

47°00′

STATUTE MILES

METERS

FEET

Sand I Shoals

Fl 6s 60ft 7 St M

CONTINUED ON CHART 14966

Joins page 8

4

North

Printed at reduced scale.

SCALE 1:60,000

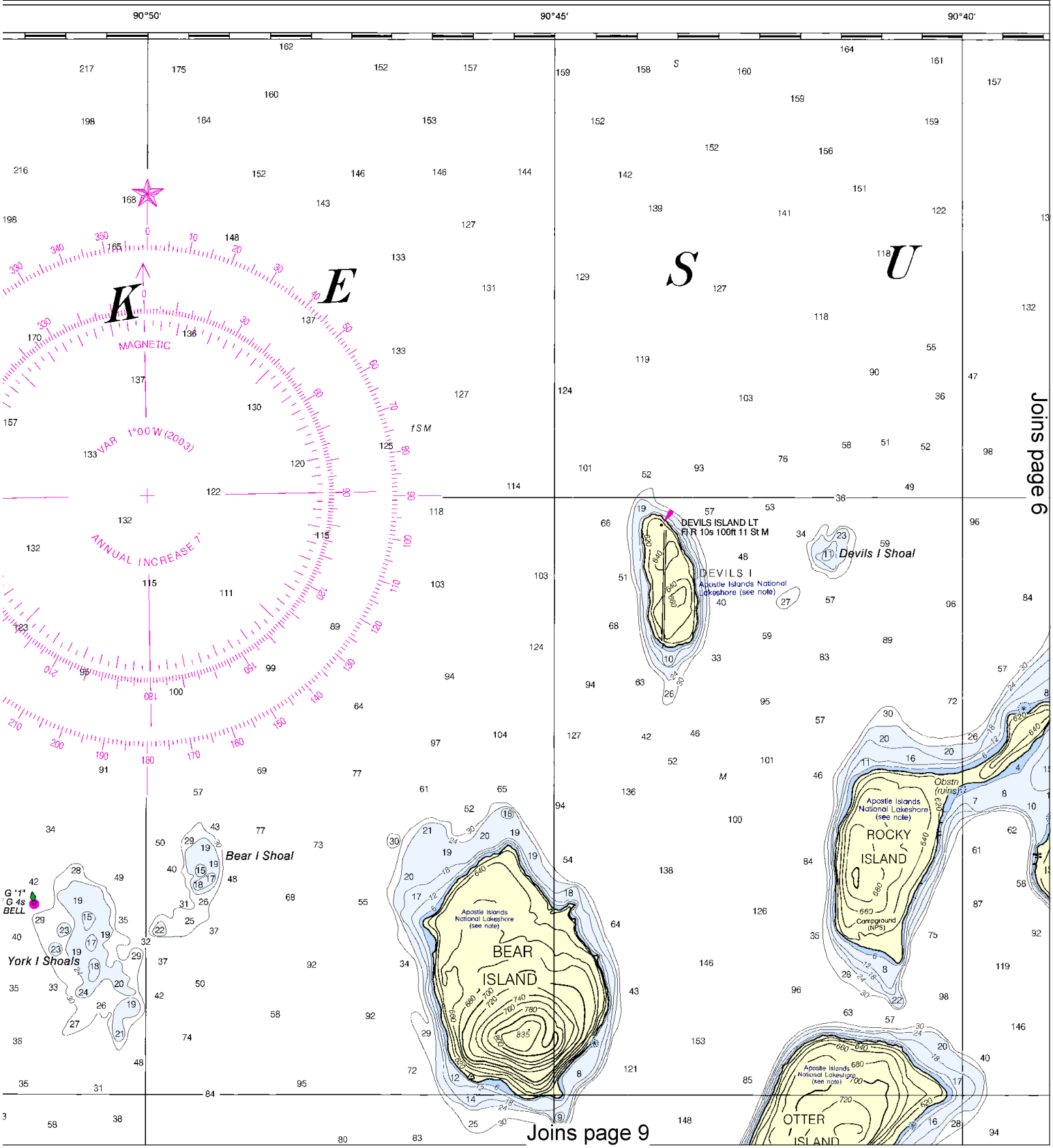
Nautical Miles

1 ½ 0 1 2 3 4 5

Yards

1000 0 1000 2000 3000 4000 5000 6000 7000

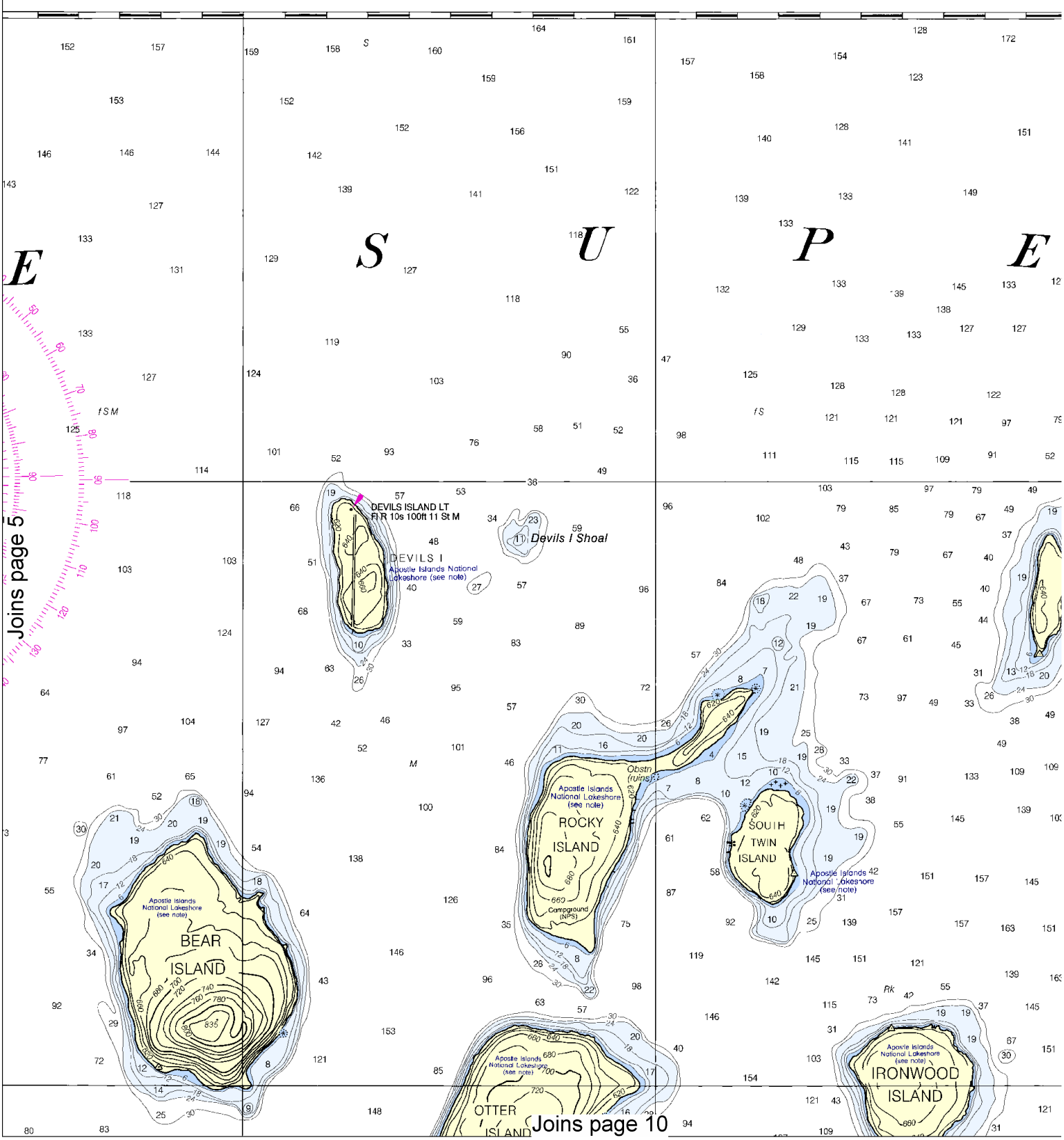
See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:80000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly LS 961, 1st Ed., Aug 1900 KAPP 1533

90°45′ 90°40′



6

North

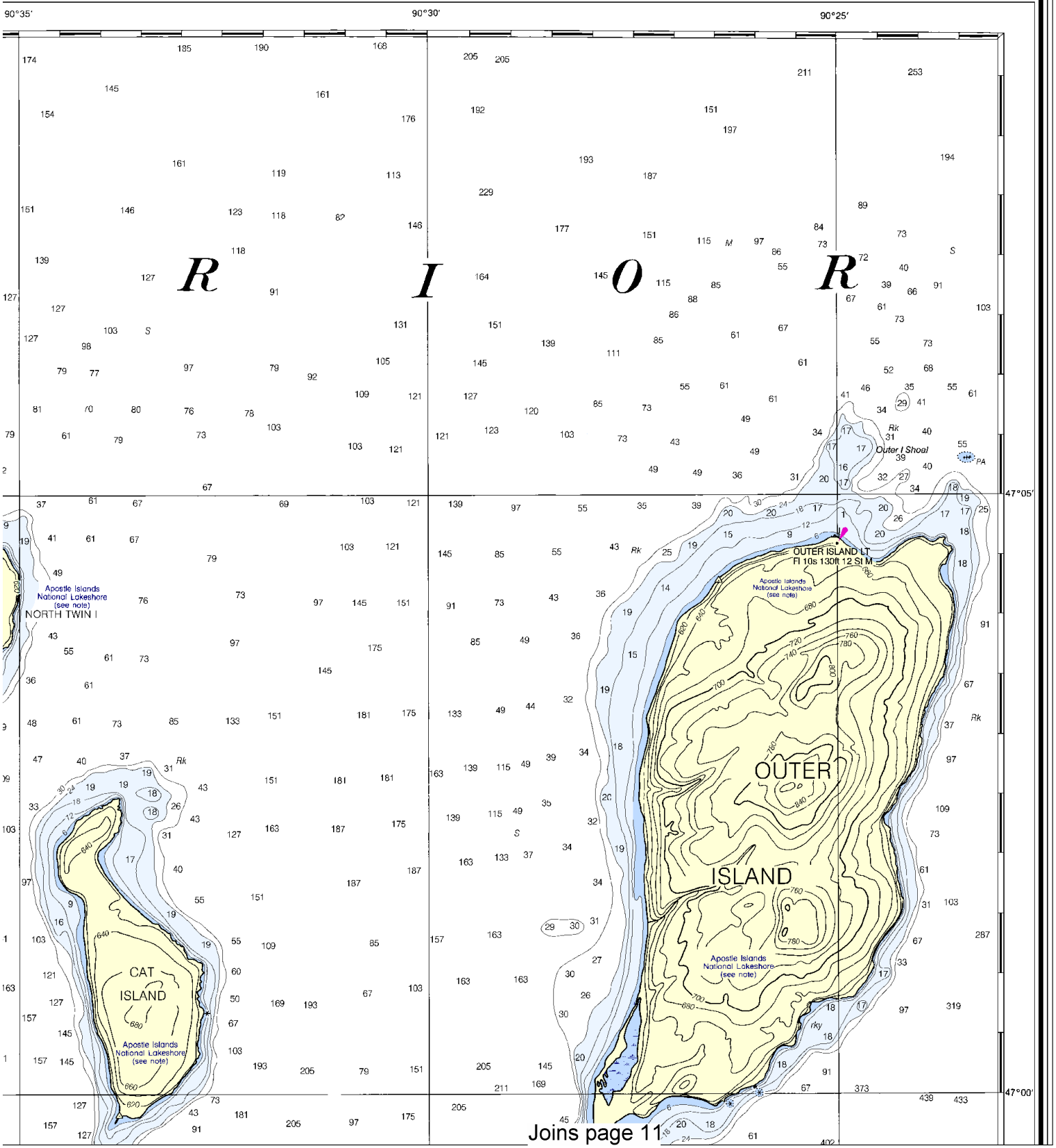
Printed at reduced scale. SCALE 1:60,000

Nautical Miles 1 ½ 0 1 2 3 4 5

Yards 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.

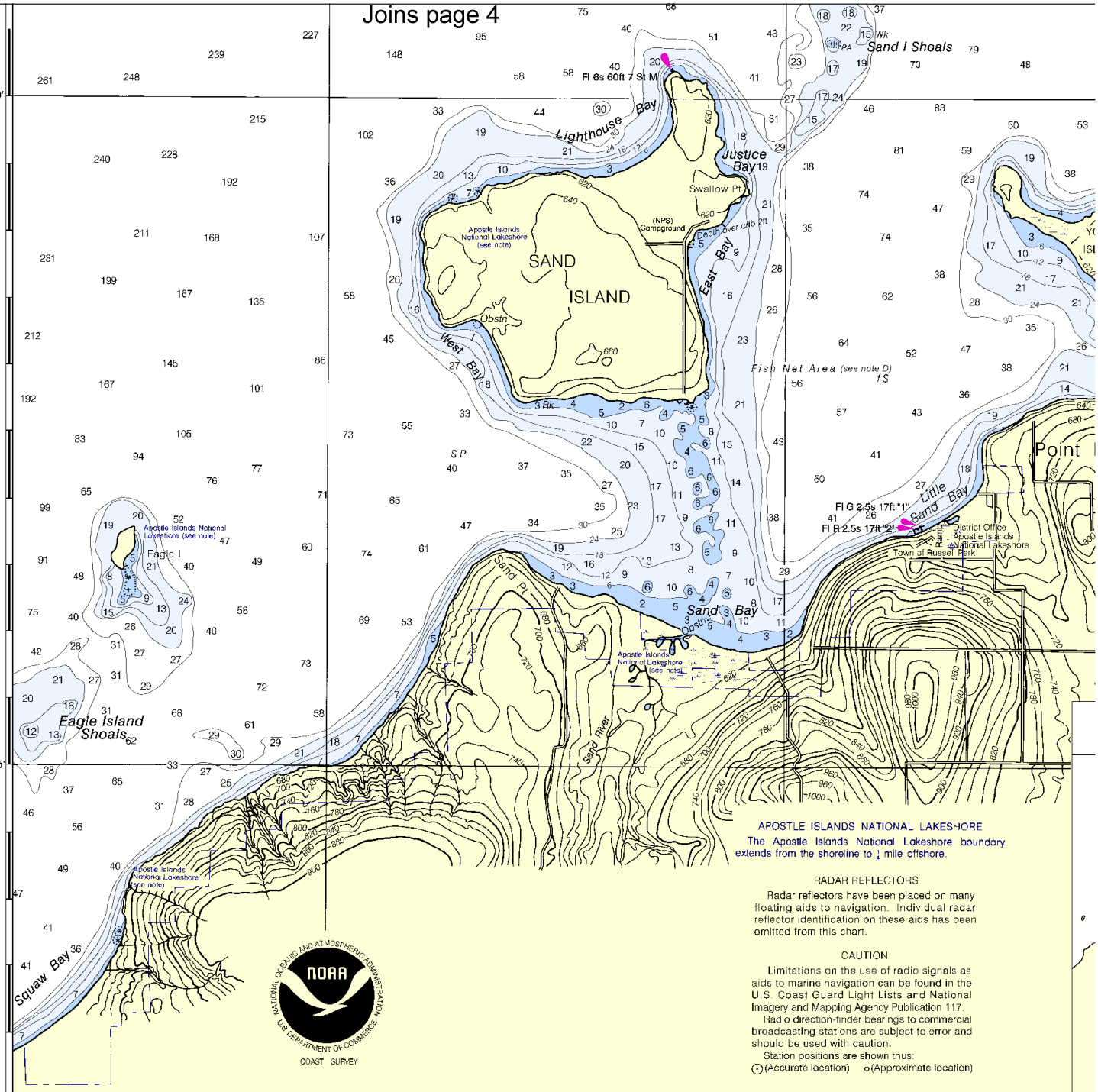
SOUNDINGS IN FEET



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

Joins page 4



APOSTLE ISLANDS NATIONAL LAKESHORE

The Apostle Islands National Lakeshore boundary extends from the shoreline to ¼ mile offshore.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

UNITED STATES - GREAT LAKES

LAKE SUPERIOR - MICHIGAN - WISCONSIN

APOSTLE ISLANDS

Polyconic Projection
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) .....
Referred to mean water level at Rimouski, Quebec, International Great Lakes

LAKE SUPERIOR

JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.

Joins page 12

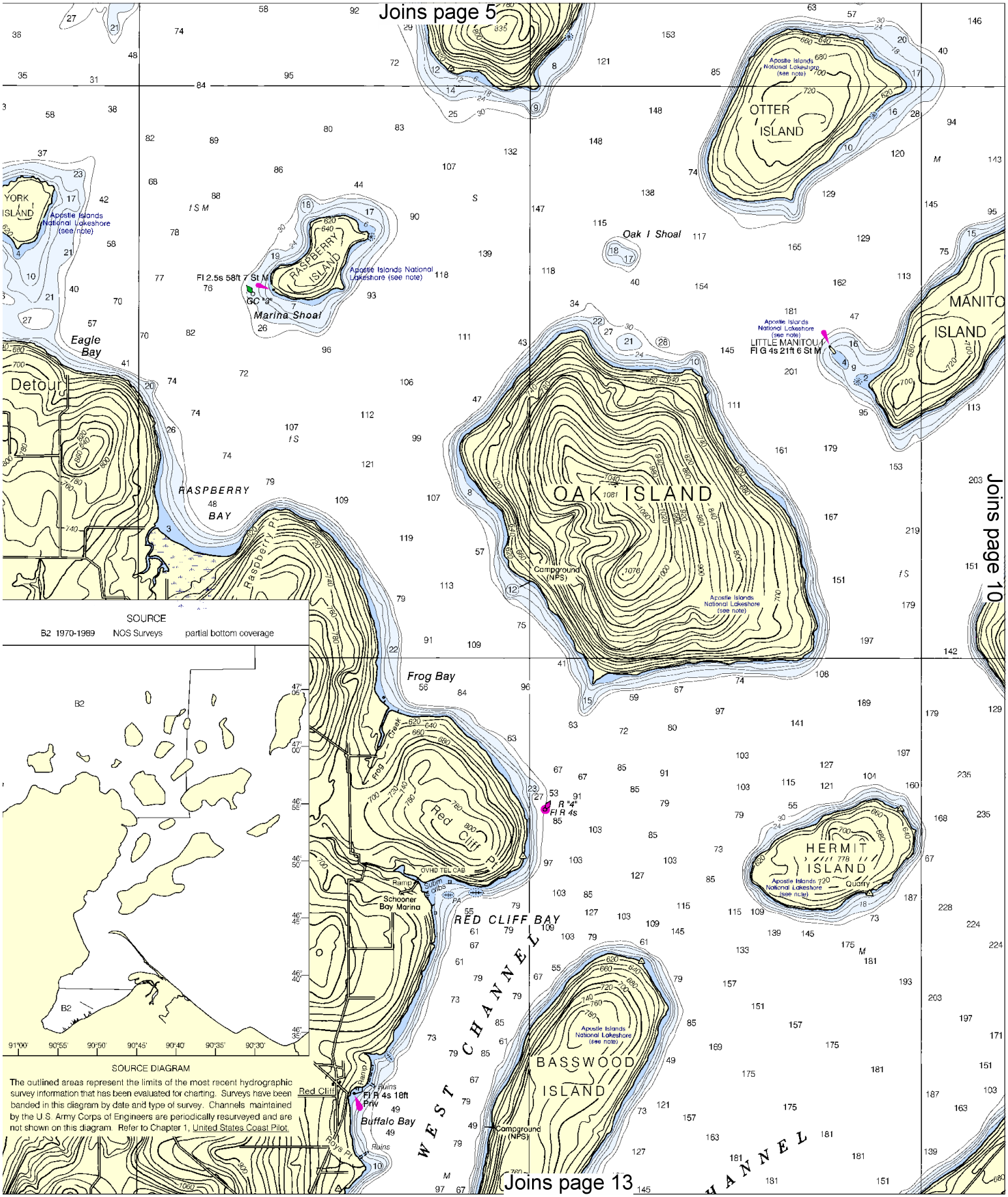
North

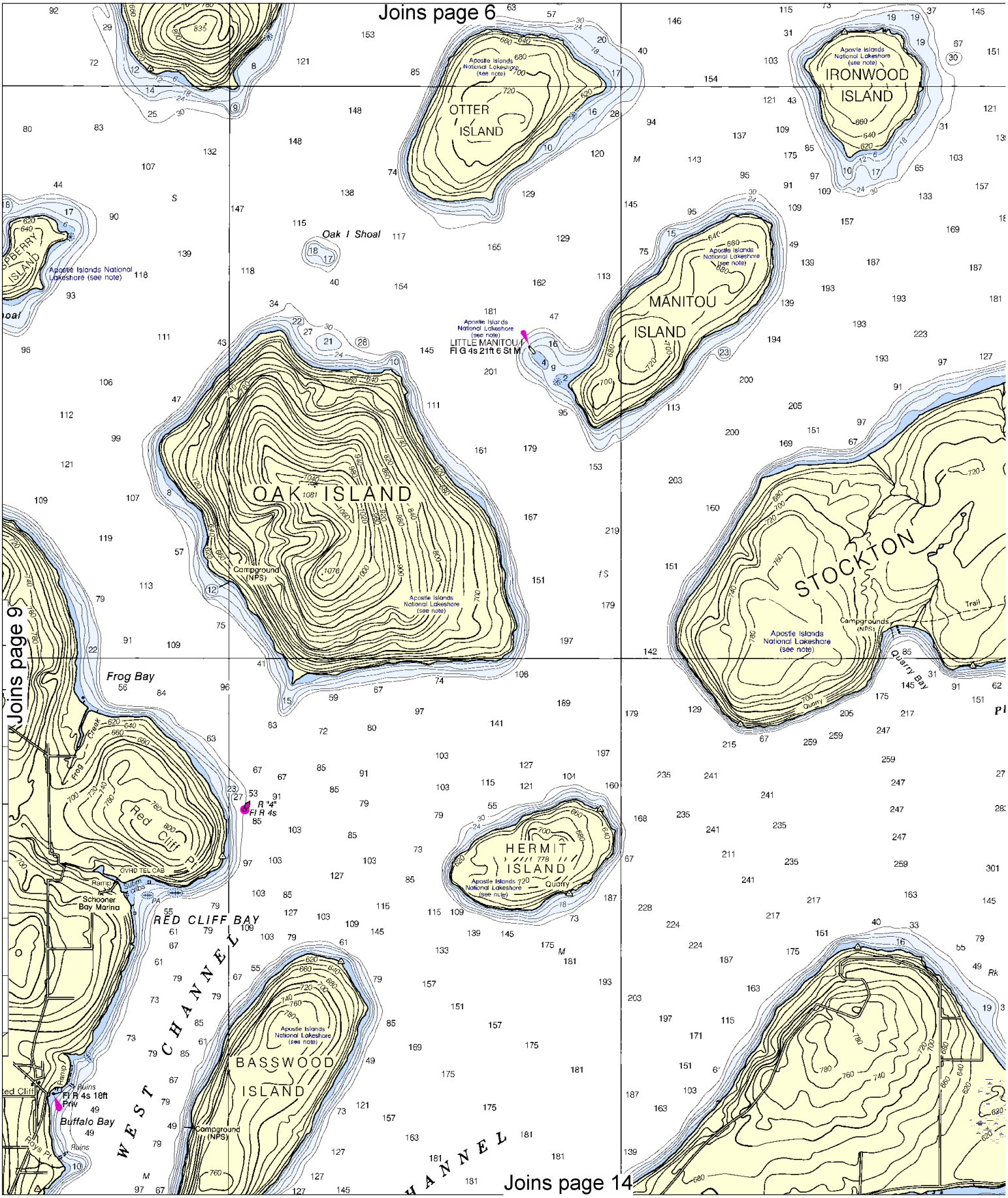
Printed at reduced scale. SCALE 1:60,000

Nautical Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.


Joins page 5
OTTER ISLAND
Apostle Islands National Lakeshore (see note)
YORK ISLAND
Eagle Bay
Detour
RASPBERRY ISLAND
Fl 2.5s 58ft 7 St M
GC "3"
Marina Shoal
Oak I Shoal
OAK ISLAND
Campground (NPS)
LITTLE MANITOU
Fl G 4s 21ft 6 St M
MANITOU ISLAND
RASPBERRY BAY
Raspberry Pt
Frog Bay
Frog Creek
Red Cliff Pt
Fl R 4s
R "4"
OVHD TEL CAB
Schooner Bay Marina
RED CLIFF BAY
HERMIT ISLAND
Quarry
WEST CHANNEL
BASSWOOD ISLAND
Campground (NPS)
Red Cliff
Fl R 4s 18ft Priv
Buffalo Bay
Ruins
Boys Pt
Joins page 10
Joins page 13
SOURCE
B2 1970-1989 NOS Surveys partial bottom coverage
B2
91°00' 90°55' 90°50' 90°45' 90°40' 90°35' 90°30'
47° 05' 47° 00' 46° 55' 46° 50' 46° 45' 46° 40' 46° 35'
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



10

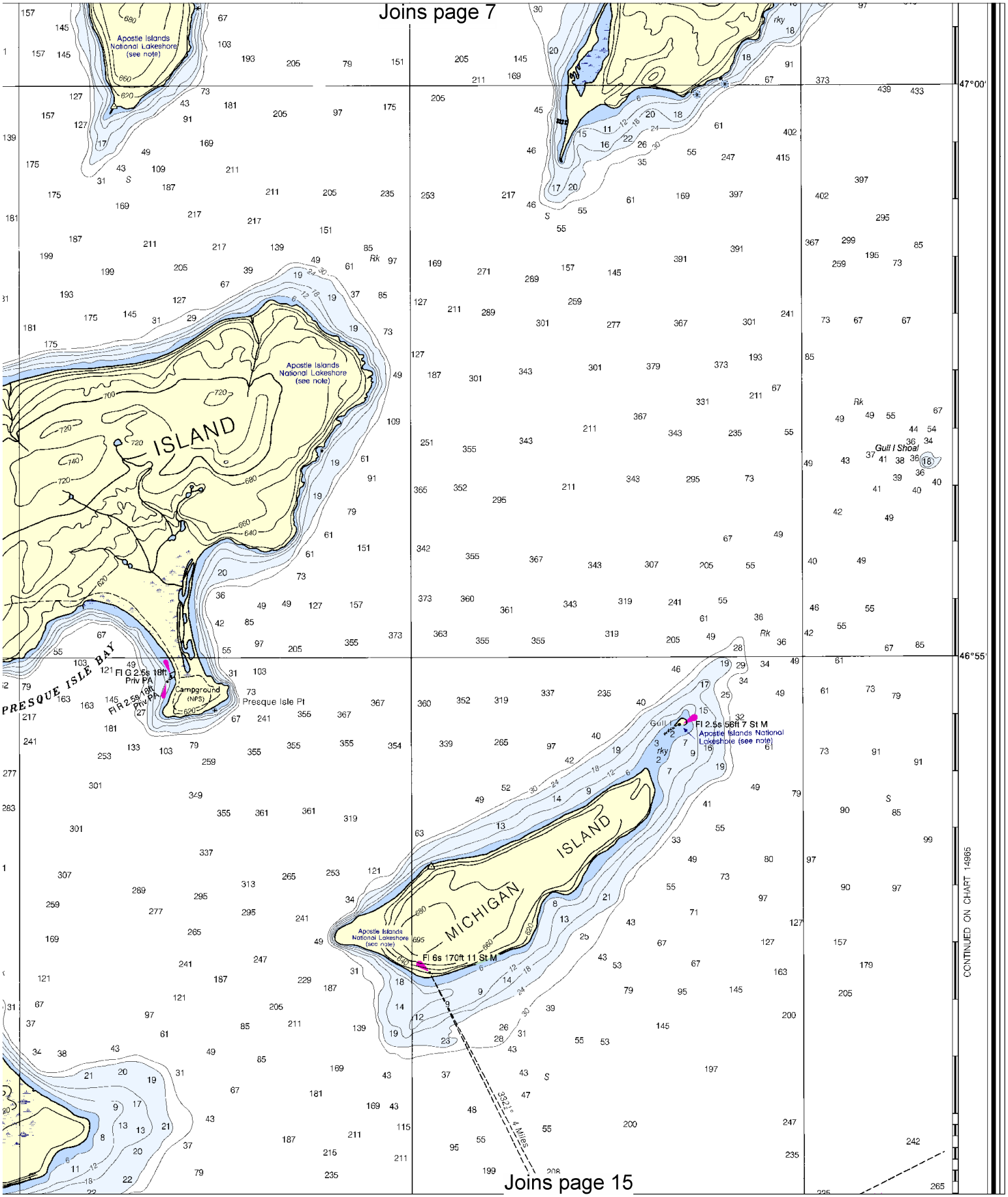
North

Printed at reduced scale. ~~SCALE 1:60,000~~

Nautical Miles 1 ½ 0 1 2 3 4 5

Yards 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.


Joins page 7
Apostle Islands National Lakeshore (see note)
ISLAND
Apostle Islands National Lakeshore (see note)
Gull I Shoal
PRESQUE ISLE BAY
Fl G 2.5s 18ft Priv PA
Fl R 2.5s 18ft Priv PA
Campground (NPS)
Presque Isle Pt
Gull I
Fl 2.5s 56ft 7 St M
Apostle Islands National Lakeshore (see note)
MICHIGAN ISLAND
Apostle Islands National Lakeshore (see note)
Fl 6s 170ft 11 St M
362½°
4 Miles
47°00'
46°55'
CONTINUED ON CHART 14965
Joins page 15

Polyconic Proj Joins page 8
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 601.1 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

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AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

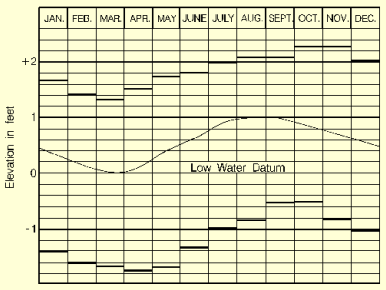
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

LAKE SUPERIOR

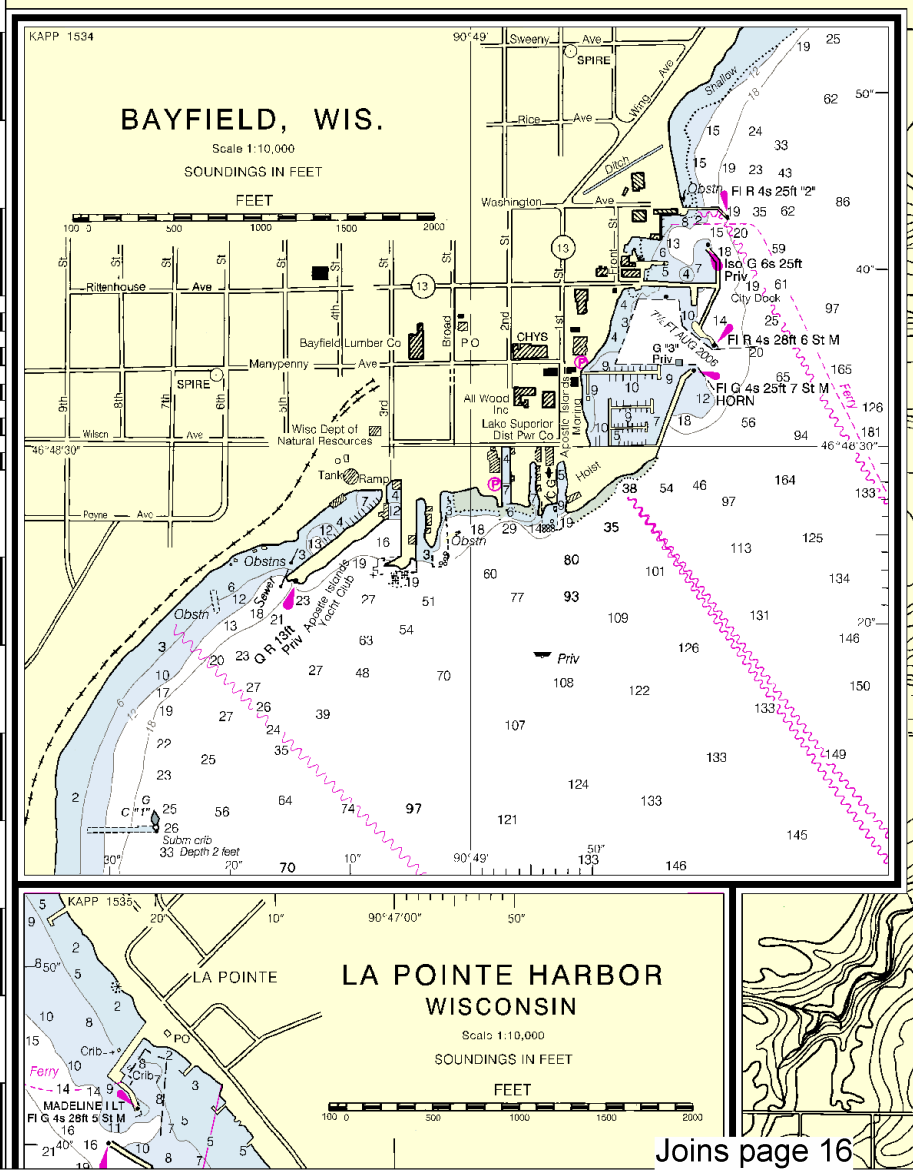


Average levels (1992-2001)
Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.226" southward and 0.668" westward to agree with this chart.



Joins page 16

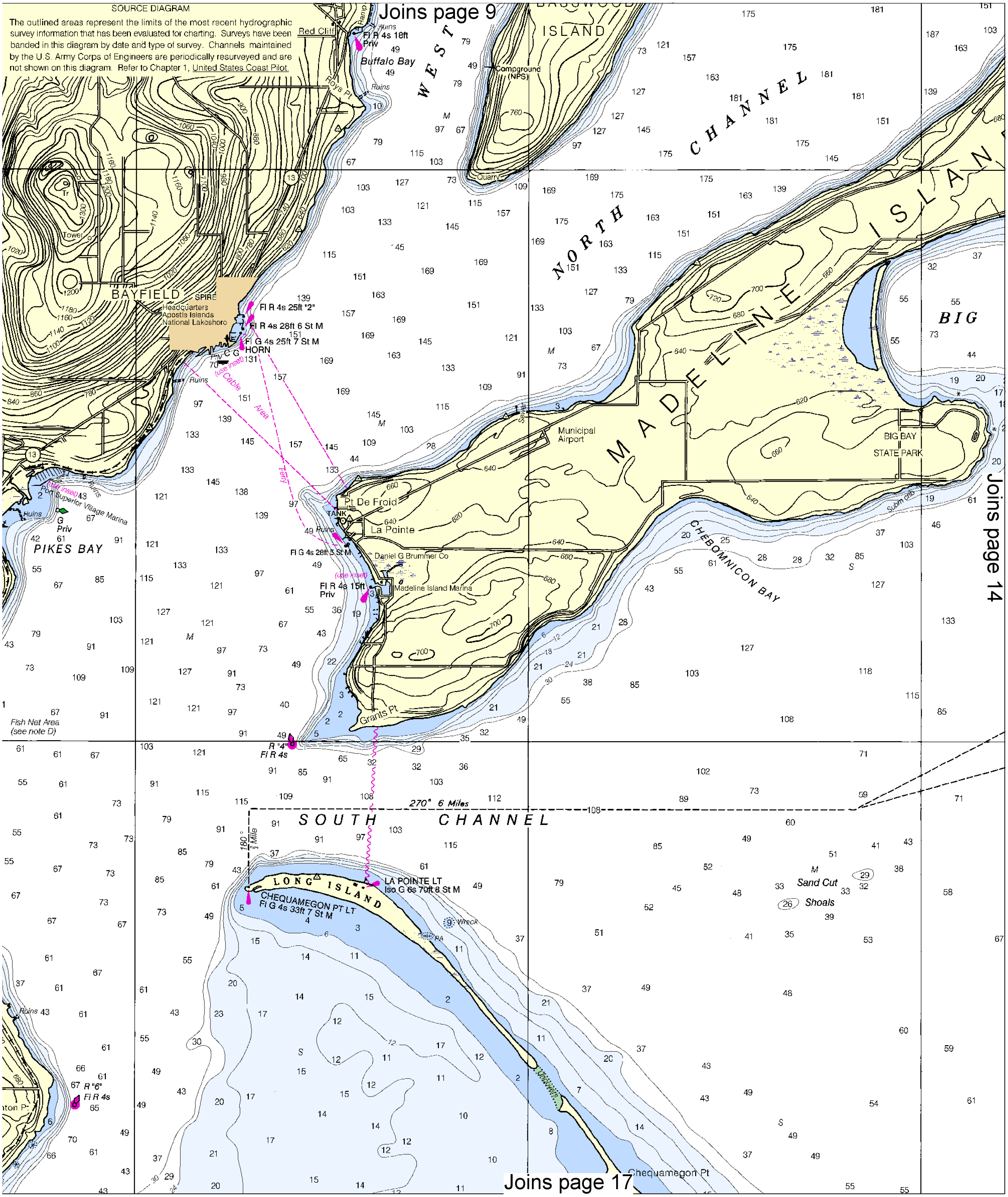
North

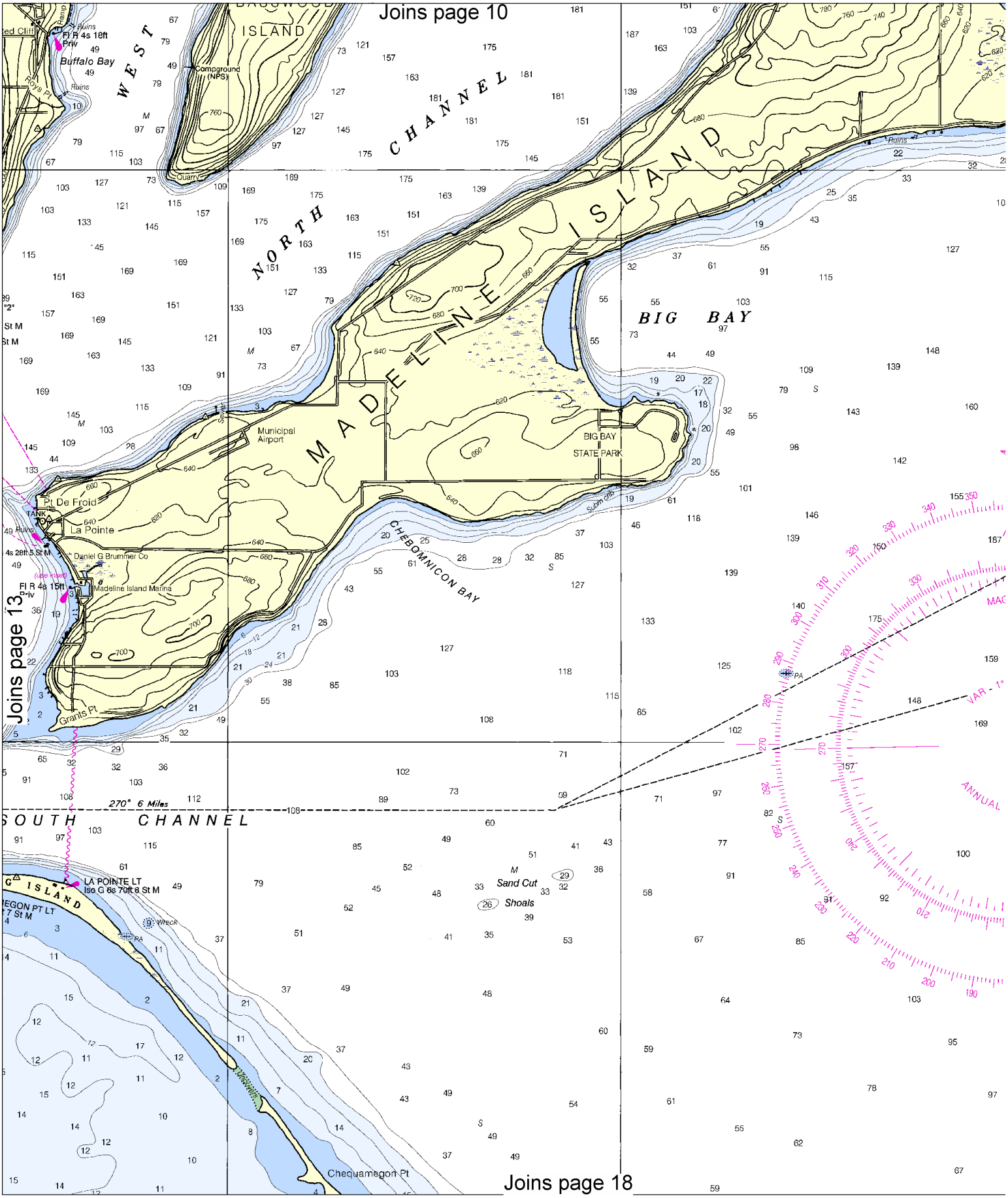
Printed at reduced scale. ~~SCALE 1:60,000~~

Nautical Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.


SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
Joins page 9
Joins page 14
Joins page 17
Red Cliff
Buffalo Bay
Roys Pt
BASSWOOD ISLAND
Campground (NPS)
Quarry
WEST CHANNEL
NORTH CHANNEL
BAYFIELD
SPIRE
Headquarters Apostle Islands National Lakeshore
Fl R 4s 25ft "2"
Fl R 4s 28ft 6 St M
Fl G 4s 25ft 7 St M
HORN
C G
Cable Area
Ferry
Port Superior Village Marina
PIKES BAY
MADELINE ISLAND
Municipal Airport
BIG BAY STATE PARK
BIG
Pt De Froid
TANK
La Pointe
Fl G 4s 28ft 5 St M
Daniel G Brummer Co
Madeline Island Marina
Fl R 4s 15ft Priv
CHEBOMNICON BAY
Grants Pt
Fish Net Area (see note D)
R "4" Fl R 4s
270° 6 Miles
180° 1 Mile
SOUTH CHANNEL
LONG ISLAND
LA POINTE LT Iso G 6s 70ft 8 St M
CHEQUAMEGON PT LT Fl G 4s 33ft 7 St M
Wreck
Sand Cut
Shoals
R "6" Fl R 4s
Chequamegon Pt



14

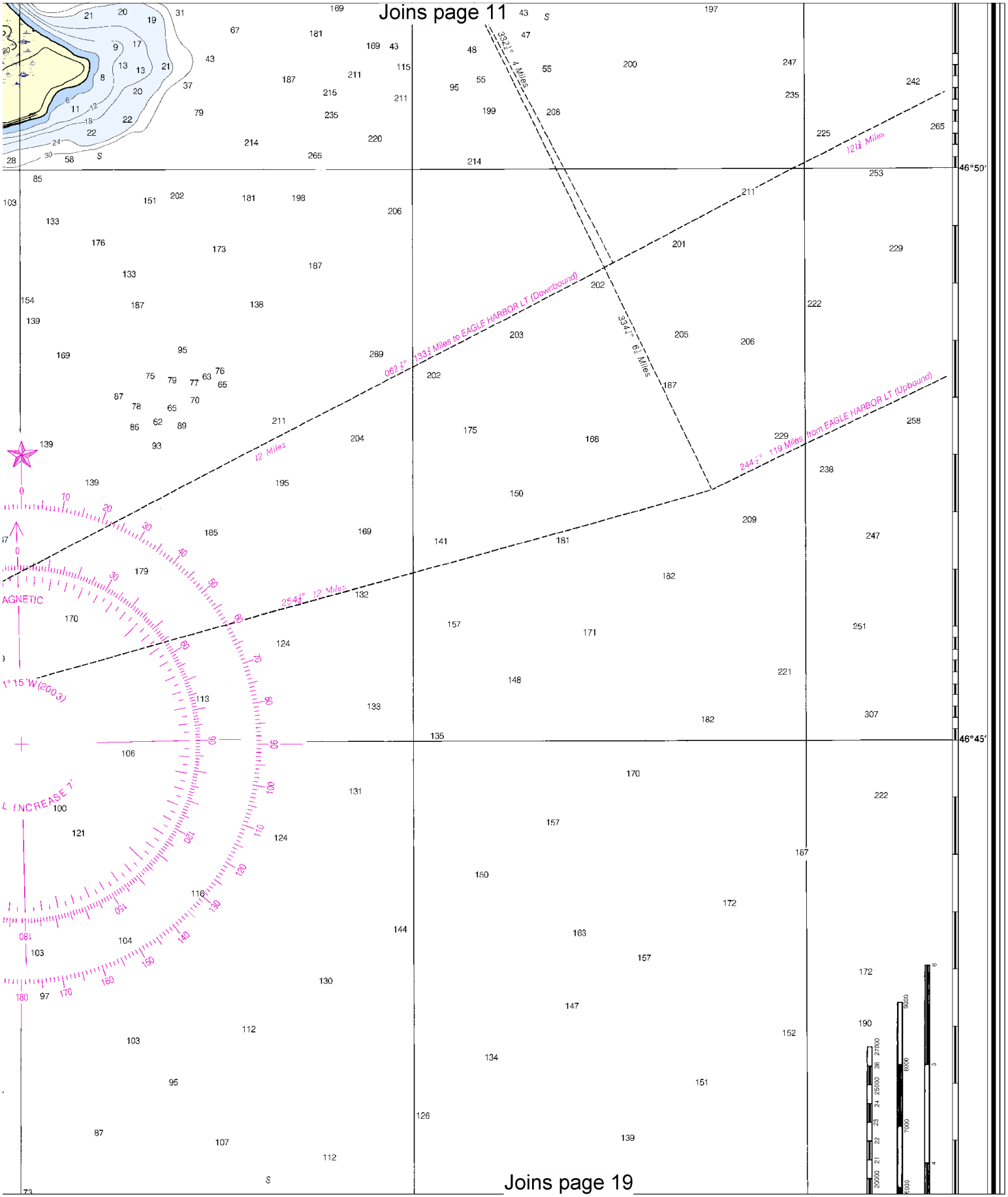
North

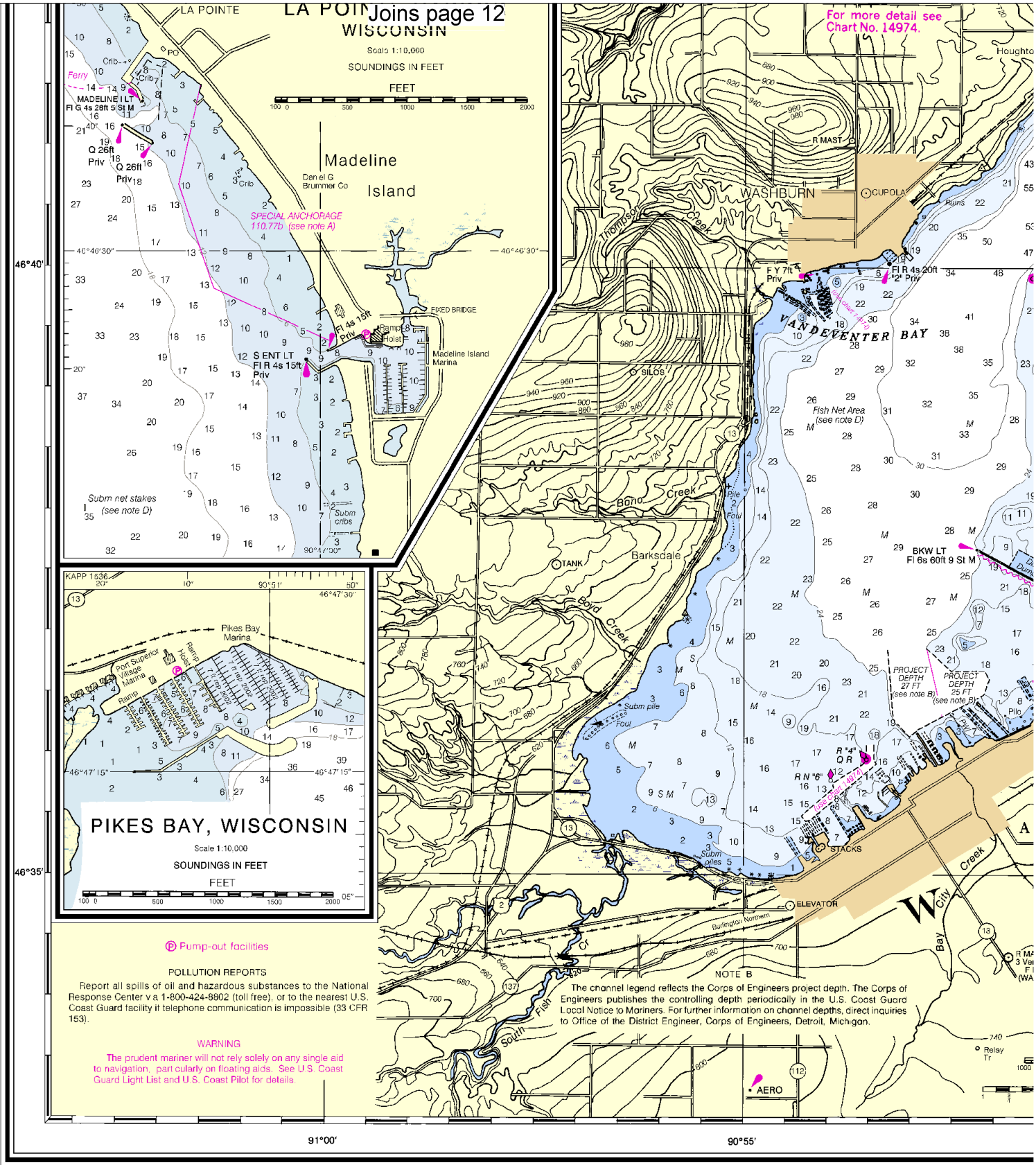
Printed at reduced scale. ~~SCALE 1:60,000~~

Nautical Miles 1 ½ 0 1 2 3 4 5

Yards 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.


Joins page 11
332½° 4 Miles
062½° 13¾ Miles to EAGLE HARBOR LT (Downbound)
334½° 6¼ Miles
12½ Miles
254½° 12 Miles
244½° 11¾ Miles from EAGLE HARBOR LT (Upbound)
46°50'
46°45'
AGNETIC
1° 15' W (2003)
INCREASE 7
Joins page 19



27th Ed., Feb./03 ■ Corrected through NM Feb. 1/03
Corrected through LNM Dec. 17/02

14973

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FEE

16

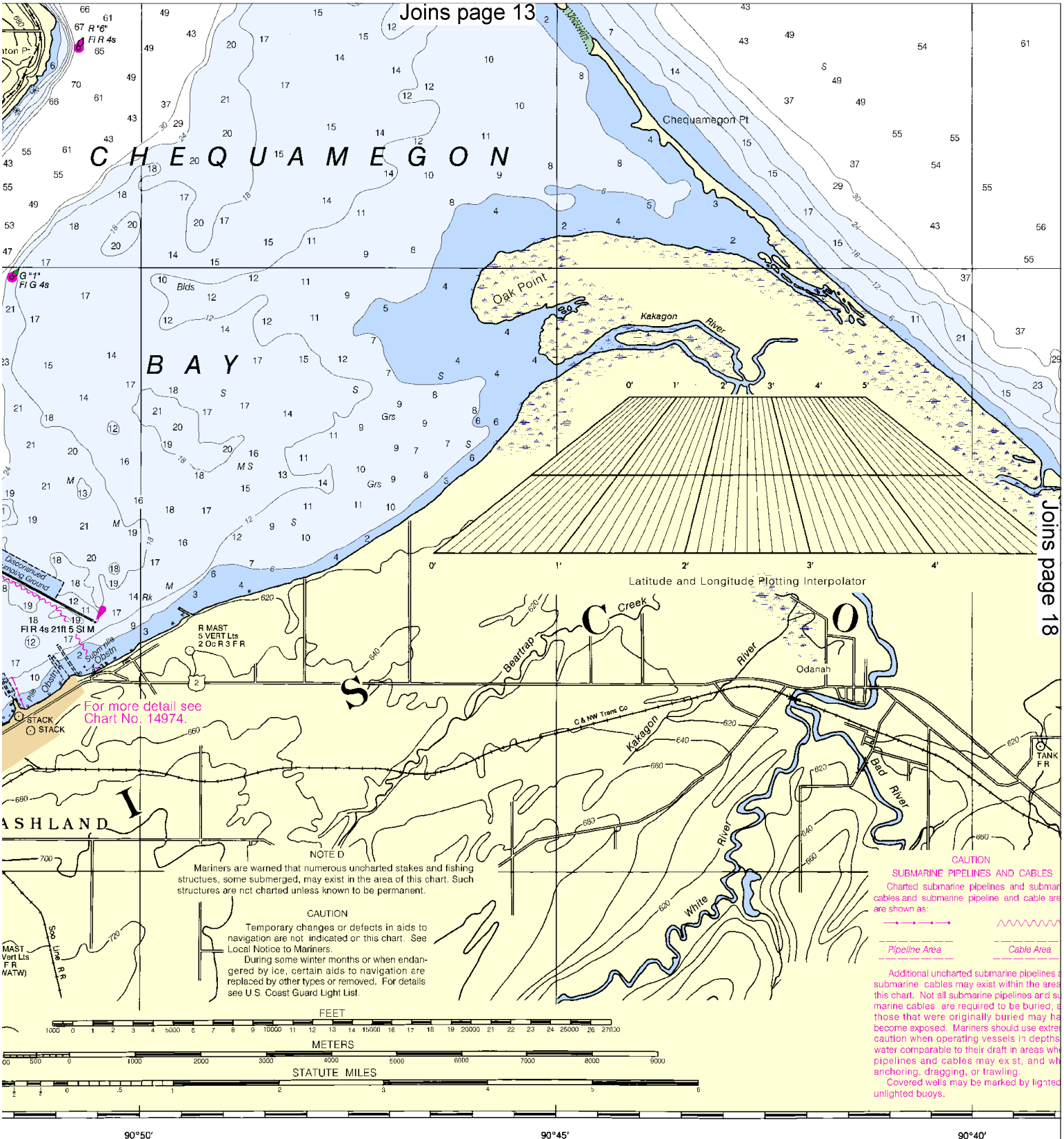
North

Printed at reduced scale. SCALE 1:60,000

Nautical Miles 1 ½ 0 1 2 3 4 5

Yards 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.



ET

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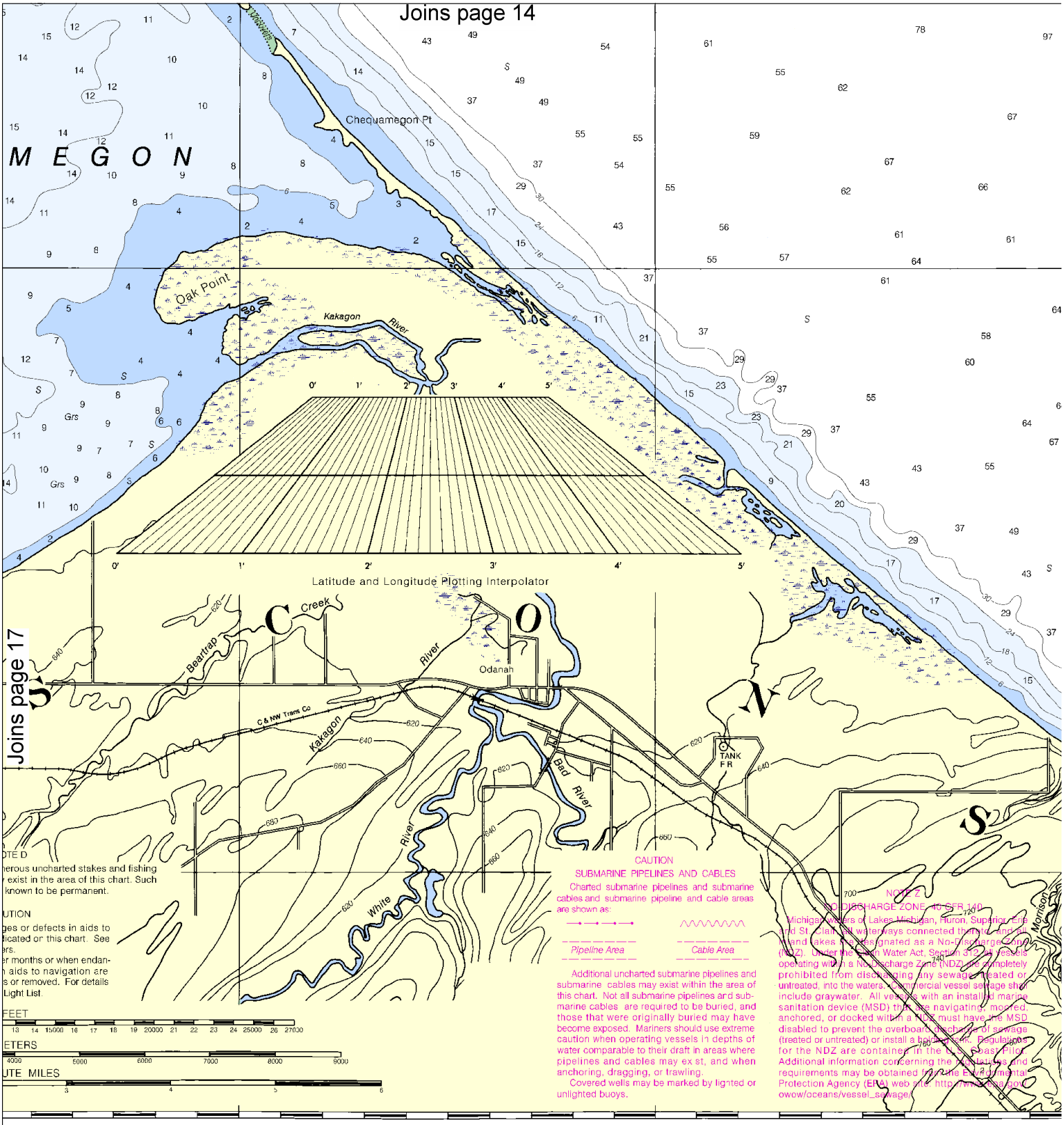
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 14



Joins page 17

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	
FEET	6	12	18	24	30	36	42	48	
METERS	1	2	3	4	5	6	7	8	9 10 11 12 13 14 15

North

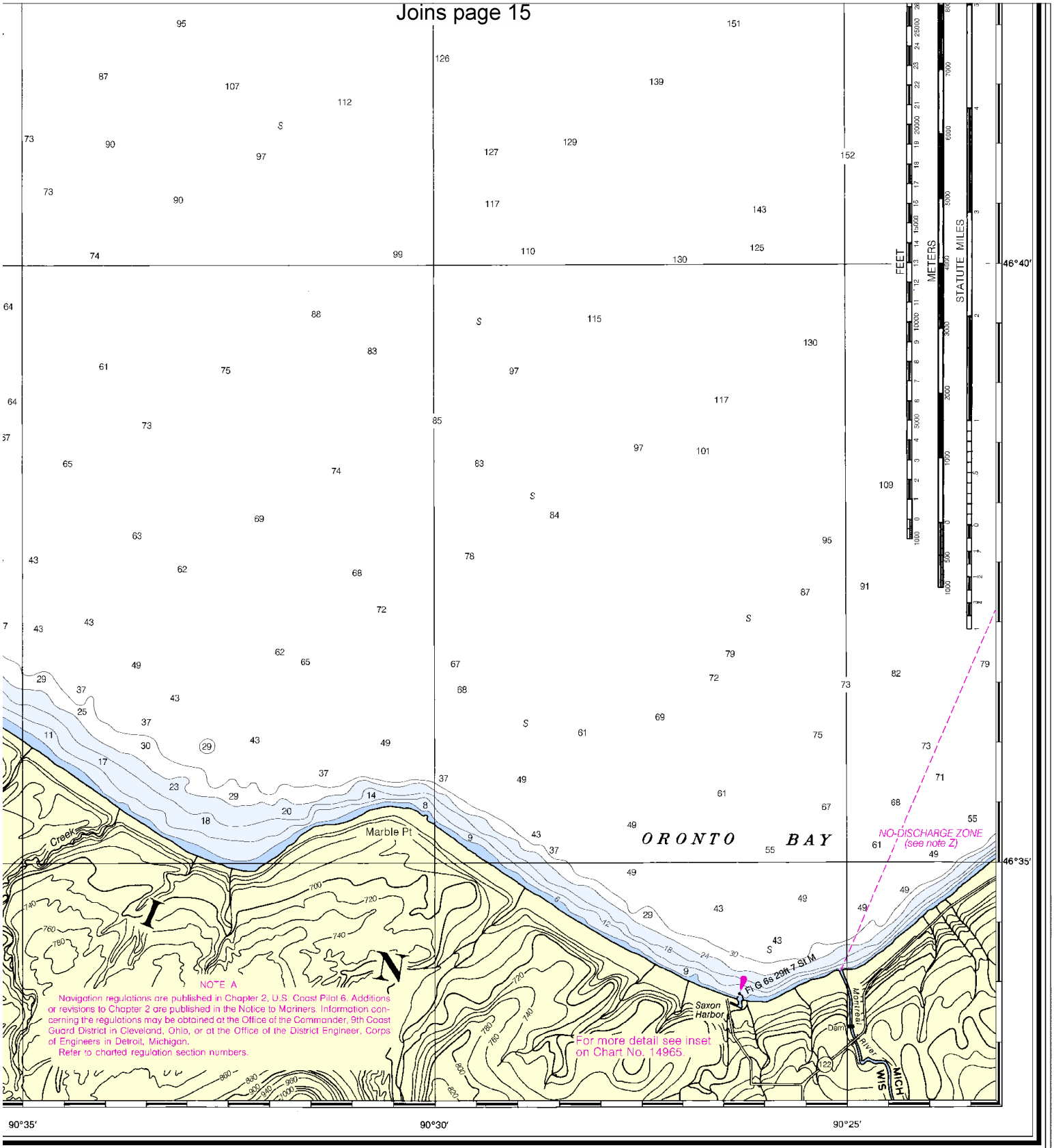
Printed at reduced scale. ~~SCALE 1:60,000~~

Nautical Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.

Joins page 15



Apostle Islands

SOUNDINGS IN FEET - SCALE 1:60,000

14973

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Sault Ste Marie) – 906-635-3230

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.